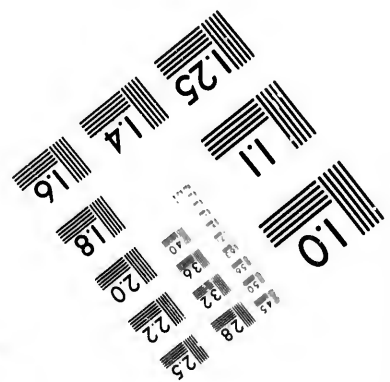
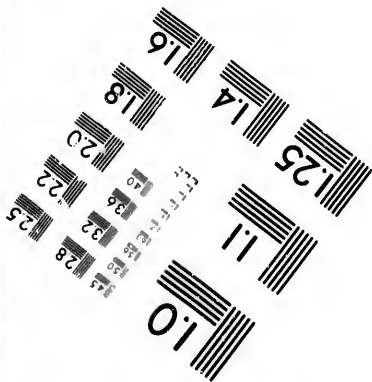
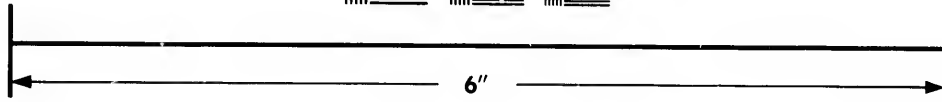
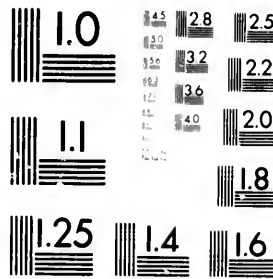


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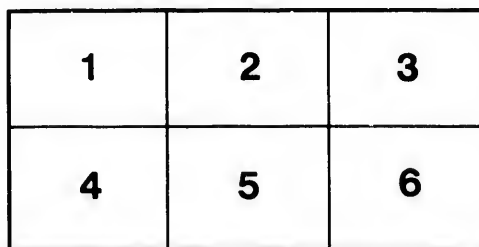
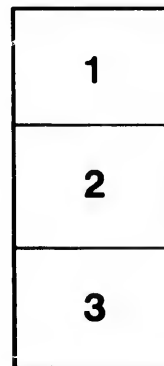
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Yours truly
J. M. G. Howard

INCIDENTS

IN THE LIFE OF

JOHN G. HOWARD, ESQ.

OF

COLBORNE LODGE, HIGH PARK,

NEAR TORONTO;

CHIEFLY ADAPTED FROM HIS JOURNALS.

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INCIDENTS IN THE LIFE OF JOHN G. HOWARD.

Mr Howard was born on the 27th of July, 1803, at a village twenty-one miles north of the city of London, England. When he was nine years old he was sent to a boarding-school in the town of Hertford, where he remained until he had completed his fourteenth year. At fifteen he was sent to sea as a boy before the mast, that position having been secured for him through Messrs. Taylor, Mosely and Hatchett, a prominent firm of Hamburg traders, whose chief place of business was in Crutched Friars, London. He followed the sea for two years, when he was compelled to abandon a nautical life in consequence of perpetual sea sickness, a malady to which he has ever since been subject whenever he has had occasion to make a voyage across the deep. Having learned navigation, practical geometry and marine surveying, he turned his attention to land surveying, engineering and architecture, a knowledge of which he had acquired, first in the office of an uncle, who was a contractor living at Kennington Cross, and afterwards in the office of Mr. John Grayson, Architect, of Banner Street, St. Luke's, London. On leaving Mr. Grayson, he went on a tour through the county of Kent. Being provided with a letter of introduction to Councillor Scudamore, of Maidstone, he made the personal acquaintance of that gentleman, who kindly gave him a letter to the architect who had charge of the rebuilding of Leeds Castle, a stately structure about five miles from Maidstone, on the Ashford road. He was employed by the latter gentleman in connection with the castle, but soon threw up his situation, being very much annoyed by the workmen, who called him "the little Cockney." He however obtained employment in the office of the Cutbushes, a well-known firm of contracting architects in Maidstone, where he remained for some time. In 1824 he returned to London, entered the office of William Ford, Architect, of Mark Lane, London, and Colborne Street, Bow Road. In the following year Mr. Ford married Mr. Howard's sister, Sarah. Soon afterwards Mr. Ford took Mr. Samuel Paterson, Architect, R. A., into partnership, and the firm built several villas under the latter's superintendence.

On the 7th of May, 1827, Mr. Howard took an important step. He married Jenima Frances Meikle, a young lady in her twenty-fifth year. Though the couple were not blessed by offspring, their marriage turned out a singularly happy one. The union endured for more than half a century, when it was severed by the death of Mrs. Howard, as hereinafter mentioned. In the autumn of 1827 Mr. Howard was sent to Pentridge, in Derbyshire, to take Mr. Paterson's place as engineer on the Chromford Canal, near Matlock. He subsequently resumed his place in Mr. Ford's office, when he was allowed to transact business on his own account. This arrangement continued until the year 1831, when, owing to the distress of the times and the sparsity of building operations in the neighbourhood of London, he began to cast about in his mind for a more profitable field of labour. Becoming impressed by the glowing accounts given by a Mr. Cattermole, an agent for the

Canada Company, in the spring of 1832 he resolved to emigrate from England to Canada. He missed the vessel in which his passage had been engaged, but on the 26th of June, accompanied by his wife, he sailed from London for Gravesend in a steamer belonging to Captain Wallis.

After getting his luggage on board the ship *Emperor Alexander*, Captain Boig, Commander, which lay at anchor opposite Tilbury Fort, they both went on shore to see their dear mother, which they feared was for the last time. They did not see their sister Mary, which they much regretted. In a personal journal kept by Mr Howard himself, he observes: "Our stay was but short, as we expected the vessel to sail that afternoon. We were both very miserable after parting with our friends. We went on board, and began putting things to rights in the cabin. We found that we wanted several things which I ought to have got at Gravesend. The vessel did not sail that night, and the mate assured me that she would not sail before the next evening. We therefore took the opportunity of going on shore again in the morning. We had just made our purchases, and were going to take a walk and call on mother, when a waterman from the pier stepped up and informed us that the ship was under sail. I ran down to the beach, and to my utter astonishment found his words were true. She was sailing away at a rapid rate. We jumped into a boat, and gave the men five shillings. After an hour's hard rowing, we came up with the ship, and sailed on with a fine breeze, coming to anchor off the Nore Light about midnight. The sea around the bow of the vessel appeared illuminated with small blue lights."

"On the morning of the 29th," continues Mr. Howard, "we sailed on slowly, passing the Isle of Sheppey about four o'clock in the afternoon. The vessel ran aground on the Spaniard Bank off Herne Bay, which obliged us to wait ten hours for the return of the tide. Some of the passengers took the boat and went fishing and shooting, but they met with very poor sport. About three p.m. a fine breeze sprang up, and Margate, Ramsgate, Deal and Dover, soon appeared in view. Then the wind dropped, and we were opposite the cliffs some hours. The captain, myself and the rest of the cabin passengers amused ourselves with shooting with my rifle at a bottle slung up to the yard arm. Another gentleman and myself were standing on the poop when the boom jibed, and nearly swept us into the sea, which put an end to our shooting. The captain caught hold of one of my legs, just as I was going over. By the by, the captain turned out a very fine fellow. My sickness being worse than that of any one else on board, he did everything in his power to make me comfortable. About 11.30 p.m. I went on deck, and distinctly saw a large meteor or ball of fire fall into the sea about three hundred yards ahead of the vessel."

The following extracts are made from a journal kept by Mr. Howard during the most important years of his life:—

June 30.—Wind favourable. Passed the Isle of Wight, and saw the hills of Hampshire on the starboard side. We came in sight of Portsmouth, and anchored at Spithead at 11 a.m. Went on shore in the pilot boat. We were very sick, and therefore determined to wait on shore as long as we could. While walking we fell

in with the captain and his wife, who advised us to stay and go on board with them. By some mistake we did not get away until 10 p.m. It was very dark, and there was a heavy swell on at the time. The boat was almost perpendicular when we mounted the waves. We were obliged to go round the different ships in the bay to enquire for ours. We at last found her, and got on board at half-past twelve. They had hung up lights, but we had not been able to see them.

July 1st, Sunday, 11 a.m.—The captain, his wife and ourselves went on shore at Ryde, Isle of Wight, where we all bathed and took a walk, and the captain and wife dined with us at the Pier Hotel. The captain purchased a quantity of fresh beef, and promised to send a boat the next morning for it. Being very ill, we made up our minds to stay all night on shore, and go off with the ship's boat in the morning. We wandered about two and a-half miles along the beach to a village called Seaview, where we slept, and where I left one of my best silk handkerchiefs. We got up at six a.m. and walked inland to Ryde to be in time for the captain's boat. We stayed there until 1 o'clock, but no boat came. At last we saw the ship get under sail, and we were obliged to give seven shillings for a sailing boat to go after her. When we reached the vessel we found that the captain was not on board. We tacked about for him, and he came on board at four p.m. and made sail immediately, avoiding the rocks called the Needles.

On the 3rd, shooting and fishing for mackerel off Portland. Ran about 70 miles.

4th.—Breakfasted off live mackerel, about 10 a.m. Went out in the boat and shot a puffin with my rifle, and one of our party caught a very curious fish. Our boat became so leaky we could scarcely keep her afloat, so we put back to the ship to get another. I then took my double-barrelled gun, and we went in chase of some divers, one of which I shot; likewise some of Mother Carey's chickens, a very curious web-footed bird, larger than a swallow, with head and bill like a pigeon's. They are never seen on land, and they generally indicate a storm. We were so intent on our sport that we did not observe that a breeze had sprung up; and, looking round for the ship, we found that she had sailed at least five miles from us. One of the party who had been mate of the ship said the captain would lay-to, and if we rowed hard we should come up with them in about two hours. This man and myself were the only two that could row. We therefore threw off our coats and fell to work, but all to no purpose, as the ship began to disappear from our view. The gale freshened, and one of us was obliged to take the helm and keep the boat's head to the sea, which now began to run frightfully high. At last a sloop hove in sight. We tied handkerchiefs to our guns and held them up when the boat mounted the billows. We also fired off our guns, and shouted, but they either did not or would not hear us, and sailed past us within half a mile. We now began to upbraid one another for leaving the ship. I had been lying for some time in the bow of the boat, dreadfully sea-sick, and had resigned myself sullenly to my fate, although the thought of my poor wife almost distracted me. The Doctor was lying by my side; one of the others was wringing his hands, and complaining bitterly against the Captain. I noticed that the boat had sprung a leak, and as well as I could I raised myself up and called to my companions, saying: 'If you are men, cease your wrang-

ling and bail out the boat, or we shall soon go to Davy Jones'. This had the desired effect, for they were horror-struck at finding so much water in the boat. I had for some time watched the rigging of the ship as it was fast disappearing from our view, when the rays of the setting sun illuminated the sails, and plainly proved to me that the ship had tacked about. This I communicated to the man at the helm, when, upon looking at her, he perceived that she was bearing down for us. She was at least fifteen miles from us, and the sun was going down, so that we feared we should not reach her that night. We were about a hundred miles from the nearest land, and should the gale increase in the night there was not the slightest chance of saving our lives. Stories haunted my mind about men perishing with want in an open boat. But ere long the wind began to abate, and we once more commenced rowing. The vessel gained on us very fast. We now took the bearings of the ship as nearly as we could with my pocket compass, in case it should become dark before we came up with her; but we now rowed as it were for our lives. The ship neared and passed us within musket shot. The captain was standing on the poop. I took up my gun and had a great mind to shoot at him, but at that moment we observed our wives imploring him to take us on board. The good ship passed us like a bird on the wing, and her main yard was then laid aback to the mast, and she became motionless with the exception of pitching and rolling. The captain shouted for us to pull round to the leeward side. I happened to ask the doctor to secure the guns by tying them to the seats of the boat, which very much alarmed him, for I expected the boat would be capsized in boarding the vessel, which it certainly would if it had not been for the captain passing us as he did before he stopped the vessel or lay-to. Thank God we all arrived safe on board at dusk in the evening. The fears of our loved ones on board had been as great as ours, for when it came on to blow the mate went to the masthead with a telescope, but could see nothing of us. We were so benumbed when we were hauled on board that we could hardly stand. We all went to bed as quickly as possible.

From the 5th until the 10th we were obliged to keep our beds, being dreadfully sea-sick. A man and his wife and two sons came on board at Portsmouth. One of them was a doctor, whose kind attention we shall not easily forget. A vessel called the *John of Burlington* passed us to-day, bound to Trelawny, twenty-three days from Quebec. We told the crew that the Reform Bill had passed, at which they gave three hearty cheers.

11th and 12th.—Very bad.

13th, about 2 a.m., a little boy died after two days' illness, brought on by sea-sickness. At 9 a.m. he was brought on deck and sewn up in canvas. The captain read the burial service, and the body was committed to the deep.

14th.—A little better, the wind favourable. We were much amused by a great many porpoises that kept playing round the bows of the ship.

15th, Sunday.—Sailed on slowly. The Union Jack was placed on the capstan, which served for a pulpit. An ensign was thrown across the pump, and another flag bearing the name of the ship placed across the rigging upon the larboard side, which, with a canopy of canvas, formed our church. The captain read

divine service. About two p.m. the *William Miles*, from Sierra Leone, out eight weeks, spoke with us. The chief mate and one of the cabin passengers came on board us. We gave them some spirits, and they left us a pig. We sent letters by their ship to England.

16th and 17th.—Wind favourable.

18th.—A dead calm. This morning about 11 a.m. a party went out in a boat for the purpose of bathing. After they returned, a second party engaged the boat for the same purpose, who came back in an hour, took some spirits into the boat, and again pushed off. A breeze sprung up soon afterwards, and we lost sight of them. Towards evening their absence caused alarm, and a boat was sent in quest of them, which returned about half-past ten without any tidings. Lights were hung out at the masthead, and tar tubs were set on fire. We had two small cannon on board, which were loaded and fired. As they sent their thunders across the ocean the sea birds seemed to scream the funeral dirge of our unfortunate companions. The ladies on board were crying. I went to bed about two a.m., and was called up again at three to fire another cannon. As soon as morning began to dawn the mate went to the masthead, and in about an hour, with the help of a telescope, he observed the missing crew about six miles off. This greatly relieved us, and at six a.m. they came on board, having been absent eighteen hours, and having delayed us eighty miles.

Nothing else of an unusual character occurred until the 24th, when about 5 a.m., we were awakened by a terrible thumping on the deck, and a cry of 'Fire, fire!' The captain rushed upon deck in his shirt, hind part before, ran to the fore chains, seized the ringleader, dragged him aft, and rope's-ended him. A lot of them ran to the rescue of the man, and got the captain down. They said they were Englishmen, and would stick together, and swore they would shoot him, for they wanted neither him nor his crew. They declared that they could work the ship themselves. One of them was about to strike the captain, but the mate seized him, and the captain regained his feet. He ordered the sailors to furl all the sails, telling the rioters they might set them again, for he would not make any sail until all was quiet. This had the desired effect, and restored peace in about two hours.

We—my wife and myself—were both very unwell. I kept my pistols and guns loaded by the bed side, as we expected to hear the ruffians come down the cabin steps, for a set of greater blackguards never sailed out of England. We were in 45° west longitude, and 48° north latitude. Towards evening it blew a gale of wind, and carried away the fore top gallant and royal masts.

25th.—About 11 a.m. a little stranger made his appearance in the steerage, no doubt owing to the fright of yesterday. At four p.m. passed a small vessel—the *Phoenix*, of Exeter, from Oporto to St. John's, Newfoundland, out twenty-eight days. We soon left her behind.

26th.—The wind favorable. Repairing masts and rigging. Going at the rate of eight to ten knots per hour.

27th.—My birthday; twenty-nine years old. Wind favourable. About 12 noon, a wreck passed us. It appeared to have been a quarter-deck, and presented an affecting spectacle. From the manner in which ropes were lashed across it, there is little doubt that it had been resorted to by the sufferers as the means of escaping a watery grave.

28th.—Wind contrary, and we were driven considerably out of our course. The weather for some days has been wet and cold.

29th.—A dead calm. The captain and several others went out in the boat for a short distance. On their return, in attempting to board, the captain fell into the sea, and lost his hat and shoes.

30th.—This morning an iceberg or island of ice was seen at a distance. At 12 a.m., spoke a vessel, the *Mercury*, of Poole, laden with salt fish from Newfoundland. She lost sight of land yesterday, which put us in good spirits, as we are in hopes of seeing it ourselves in the evening. Saw a great many porpoises; therefore we expected a fair wind.

31st.—Wind favourable. Cold weather and dense fog, which indicate the Banks of Newfoundland.

August 1st.—At eight a.m., went upon deck. The sailors told me that land was in sight. I had promised a bottle of rum to the first sailor who would point it out to me. It appeared like a cloud. It rained very fast, as it usually does off this coast. About 11 a.m., the fog cleared off, and we could see the land very plainly. It was one of the grandest sights I had ever witnessed. We counted eight icebergs towards the land, and one very large one passed within gun shot of the ship, about the size of St. Paul's Cathedral, London. The sun was shining upon it, which gave it a most brilliant appearance. The captain offered me one of the boats and some competent hands to go out with me shooting and fishing, but I was too unwell to avail myself of his kindness. The boat pushed off about one p.m., and returned about five, with 250 large codfish alive, which they had purchased for a sovereign. I was rather vexed that I did not go with them, for the wild ducks and geese flew round the boat in great numbers within a few yards. One of the icebergs they passed was about a mile in length, and one of the sailors said he saw a bear upon it, which we did not credit. The fishing boats were moored to the ice, and they caught a great many fish. The scenery at sunset was truly sublime. The mountains in the background with their sombre appearance, and with the clouds passing about half way up them, gave the icebergs a most brilliant appearance on the departure of the god of day. One of the passengers was carried overboard by the main tack, and narrowly escaped a watery grave.

2nd.—A dead calm. Several grampuses have been seen to-day. One of them about forty feet long came up and passed directly under the ship. At six p.m. we were opposite St. Mary's Bay. At eight p.m. some dog fish were caught. Wind unfavourable.

On the seventh went out in the boat and shot some Mother Carey's chickens, which I preserved in spirits, but unfortunately the bottle got broken at Quebec.

8th.—The wind was so strong that we were obliged to take in sail for fear of running on shore in the fog.

9th.—Made but little progress.

10th.—At one p.m. a breeze set in which increased until three p.m. The atmosphere was very foggy, and we were apprehensive of running foul of the Bird Isles, which lie in the Gulf of St. Lawrence. I was very unwell in bed. Towards evening the captain came to my berth and asked me to get up, as I could have a good sight of the land. I arose and went upon deck, but could not remain, and was obliged to go to bed again. About 10 p.m. I heard an unusual noise upon deck, the captain, at the highest pitch of his voice, calling to the sailors to brace up the foreyard, and repeating the order at least a dozen times, as if his orders from some cause or other could not be attended to. Mr. Hill, the mate who was with me in my first trip in the boat, came to my cabin and told me to get up and go upon deck, as there was no doubt but the ship would be lost, for the captain and both mates were drunk and the ship was driving fast upon the rocks. I dressed myself as quickly as possible and went upon deck. Judge of my feelings when the first object that met my view was the shore, with tremendous rocks running out into the sea, and the breakers dashing over them in a frightful manner. Horror was depicted on almost every countenance, women clasping their children in their arms, and their husbands running about the deck like madmen. I thank God he has given me confidence and a sort of presence of mind which enables me to act in time of danger. I forced my way to the fore part of the vessel and inquired if the anchor was ready to let go at a minute's notice. It was a beautiful moonlight night, and on turning my head I saw the carpenter sitting on the bulwarks with his axe, ready to cut the anchor-stop if it should be necessary. My next thought was how to save our lives if the vessel should strike the rocks. I turned my thoughts to the top of the poop, which I think we six male cabin passengers could easily have removed overboard to form a raft, and with the empty water casks tied round the ladies' waists there was a possibility of saving our lives. We had three good boats, but they would have been crowded and swamped, for there were 162 persons on board, and a great many of them very bad characters. In about half an hour the wind came off the land, and in a few minutes we found ourselves sailing as it were out of the jaws of death.

11th.—At eight a.m. went upon deck. We were about eight miles from the shore. We could plainly see the houses here and there along the shore. The wind was against us, and there was a heavy swell. About 10 a.m. passed a bark laden with timber, bound to Greenock. Sent a boat on board to get provisions. The boat returned with only five pounds of tobacco. The bark had been nine days out from Quebec. At five p.m. the island of Anticosti was in sight—a very dangerous coast. At night the revolving light on the lighthouse on the island had a very pretty effect.

12th, Sunday.—Still opposite Anticosti, with a foul wind. At 11 a.m. sent a boat off to the *Emperor*, a vessel bound for Liverpool with timber. Got from her two fowls and a pail of potatoes. The crew gave bad accounts of the cholera at

Quebec. They had lost six people. We have three or four ill, and if they are not well before we get to the quarantine ground we most likely will have to stay there three weeks. The northern lights were very beautiful every night.

13th.—Wind contrary. At 10 a.m. took the pilot on board. He says the cholera is nearly over. Fruit is ripe, except apples. In the afternoon we were off the Seven Islands. We might with a fair wind reach Grosse Isle, the quarantine ground, in 24 hours, but as we get on now we shall not be there for a week. At 10 p.m. saw a beautiful lunar rainbow perfectly white, yet not like the Milky Way.

14th.—Wind still contrary. The bold mountains and Cape Chat have been in view the whole of the day. At one time we were very close in shore. The wind from off the land felt extremely warm, and the perfume from the wild flowers was delightful. We were busy getting guns ready to go on shore in the morning. We were very short of provisions, and the wind was still against us.

15th.—The boat was lowered, and the captain, myself, the doctor, and seven others well armed, pushed off from the ship, the boat being stored with grog and provisions. I had laid in a good supply of toast and water. We hoisted sail, and stood in for the north shore, about a league to the west of Goose Island. Words will not express my feelings on nearing the iron-bound shore. Huge rocks a hundred yards long by thirty or forty yards high ran out into the sea. Here and there was a stone full of large clefts. Behind, the mountains, covered with spruce firs and white birch trees to the height of several hundred feet, rose like an amphitheatre. We at last found a landing place, and by laying two oars side by side from the boat to the rocks, we all landed. At first I could hardly walk, on account of the motion of the vessel. We began to scramble over the rocks, which were covered with sea weed and marine eggs. We at last gained the land. It was a flat, sandy beach, completely shut in behind the rocks for about a hundred yards wide. It then began to ascend gradually, and from that arose the mountains, apparently about a mile off. The beach was covered with wild plants, roses, wild gooseberries, everlasting peas—a kind of vetch—together with various flowers, such as I had never seen before. We seemed to have encountered a new climate. I think the thermometer would have registered 90°, while on board the ship we could have borne a great coat. At first we walked about with great caution, expecting to see wild beasts and noxious reptiles; but seeing nothing of the kind, after walking about for several hours, we gained confidence. The woods were as still as death, and there was no warbling of birds as in England. The musquitoes and sand flies annoyed us dreadfully, and our faces were literally covered with bites. The sand flies bit a piece out every time they attacked us, and the blood trickled from each bite. Not seeing any game along the shore, I took the bearings with my pocket compass, and the doctor and I struck into the forest. A heavy shower of rain came on that wetted us through, and made it very difficult travelling among the trees. The ground was covered with leaves and moss some inches deep. The trees were blown down across each other to the height of several feet. We were obliged to climb over these, some of which were so rotten as to crumble beneath us. We chased a very curious bird for some time, which barked something like a dog. It seemed to be a kind of hawk; but hearing the report of

two guns in quick succession, and hearing a great shouting, we gave up the chase, and made the best of our way to the place whence the noise came. The captain had shot a hawk, and one of the others a grouse. While we were talking, another grouse flew past us, which I shot. We went to the boat to get some refreshment, when eight Indians passed in a canoe. They would not come near us for fear of the cholera. I shot a grouse, a godwit, a dozen snipe and ring plovers; picked about a quart of wild gooseberries, and lost about a pint of blood by the mosquitoes and sand flies. We were hopeful of meeting with deer and bears, which we wanted for provisions, but not the slightest trace of an animal was to be seen. About four p.m. we put off in the boat with the intent of going on board, as the ship was beating up with a flood tide against a foul wind about 10 miles off. The captain was drunk, as indeed were all the men, except the doctor and myself. The sea was so high it came over the gunwale of the boat, so we persuaded the captain to put back and make a fire, and stay all night. There was one bottle of rum left, which I capsized. We gained the shore by getting up to our middle in water. The captain and the sailors rolled about in the sea with their clothes on, and were nearly drowned. The others pulled off their wet clothes and went bathing, which helped to sober them. We started along the beach, and lost two of our number, but by the help of our guns we soon found them again. We passed four Indian wigwams. We got two of the sailors to take the boat about four miles round to a small bay, or she would have been dashed to pieces. We walked along the shore, and reached the boat about 6.30 p.m. One of the men, in crossing a small creek, was driven out to sea, but saved himself by clinging to the rocks. His feet were badly cut. The men being now nearly sober, we again put off in the boat, and reached the ship about 8.30 p.m. When we got alongside a great many of the steerage passengers began hooting and hissing. Some of them got out their knives to cut the ropes that held the ladder, saying we should not come on board. One of the most noisy received a blow with the flat part of an oar on his face, which knocked some of his teeth out. This completely silenced them. They had been very mutinous all day, through the captain not being on board. We went to bed as soon as we got on board, and had our bitten faces rubbed with vinegar and water.

16th.—Very stiff; obliged to lie in bed all day. Face very sore. Tacking about, a short distance from Cape Diamond light-house.

17th.—At nine a.m. went with the captain in the boat on shore to get wood. Returned at two p.m., the ship still tacking about near the light-house. No anchorage.

18th.—At eight a.m. found we had drifted with the current about fifteen miles back below the light-house, and before night we came up with it again.

19th.—Sunday; still off the lighthouse. About 10 a.m. two boats went on shore for wood and water, the captain, doctor, and I in one boat, with the sailors and several of the other passengers in the second. On landing, the captain set the sailors at work to cut wood and to fill the water casks, I made the best of my way over the rocks to the light-house, about a mile away, in the hope of purchasing

some provisions. When within two hundred yards of the house, I observed two men watching my motions through a telescope, with a very large dog by their side. I stood for a few seconds considering whether to go back or forward. I had my double-barrelled gun with me, loaded. I shouted as loud as I could, and they beckoned me to come on, which I did. One of the men was a Scotchman, the other a Canadian. With them were several women and children. In about half an hour the captain and doctor came in, and we made a very hearty meal of bread and butter. We went to the top of the light-house, and, upon looking round, observed that the ship had got a fair wind, and was sailing at about four knots an hour. We made the best of our way over the rocks to the boat, got in the wood and water, and pushed off. I had the good fortune to shoot five large sea-gulls, which made us several good meals. The other boat had got the start of us, and night was fast approaching, the sky lowering, as if we should have a storm. The doctor and I promised the men two bottles of rum if they gained the ship first, which made them exert themselves more than they otherwise would have done. We hove alongside about 8 p.m. There was a terrible noise on board. The captain advised the doctor and me to load our guns, and have them ready in case they were wanted. However, we got safely on board without any bother. We were anxious for the other boat. The captain went to the man at the helm to alter the ship's course a little, to enable the other boat to come up with us, but the man refused, and would not let him. I went up to him and told him what a folly it was for him to act in such a manner, which would keep his shipmates out in an open boat all night. I promised him some grog, which had the desired effect. He altered the ship's course a few points, upon which we fired signals. The boat's crew had the satisfaction of seeing the flash, but were too far off to hear the report. We hung out lights, and they arrived safe on board about 11 p.m., very tired. This breeze carried us about forty miles.

20th.—The wind changing, we were driving fast back again to the light-house. Saw large trees in the woods.

21st.—We drove still nearer the coast, and had a view of a town on Father Point. Houses were seen along the shore for a considerable distance. Wind foul. Drifting back.

22nd.—The wind fair through the night, and this morning going at the rate of four and a-half knots. At 11 a.m., opposite Bic Island, overtook two vessels, one from Newcastle, the other, the *Albion*, of Kincardine, Fifeshire. In the afternoon it poured with rain. About 6 p.m. the wind and a strong current forced us to the shore about a mile to the west of the light-house on Green Island. Alarm was felt, as we had only three and a half fathoms water; but owing to the skill of our captain and interposing Providence, together with a suitable wind, we soon cleared the danger and put out into the River St. Lawrence, which is about forty miles wide at this point.

23rd.—We passed Bass Island this morning, and came to anchor for the first time near Hare Island. Several other islands which had a very beautiful appearance were very near us. We weighed anchor and sailed past the pretty little town

of Du Luce. At 2 p.m. cast anchor near the Pilgrim Islands. They are low, barren rocks. On the north side of the St. Lawrence, mountains range to an enormous height. They are entirely barren, and no inhabitants are to be found for hundreds of miles except a few solitary Indians. A boy went on shore with the captain on the southern side of the river for provisions, as some of the steerage passengers were literally starving. They returned about 9 p.m. with a little milk and eleven young geese. They were obliged to leave the shore in great haste, as the inhabitants would not sell them any provisions, and threatened to shoot them if they did not go off, so alarmed were they at the cholera.

24th.—At 4 a.m. cast anchor opposite Kamouraska Bay. A boat went on shore and was absent all night, but as the captain was with it we were not apprehensive of danger. We weighed anchor at 10 p.m.

25th.—Cast anchor this morning about 7 a.m. opposite St. Thomas. The scenery of this place is very beautiful. There is a pretty little church with a tin spire. At 2 p.m. blowing a gale; our boat towing towards us by the barque *Melpomene*. The crew got on board safe. They had procured a pig, some flour, and a little sugar.

26th, Sunday, six a.m.—Weighed anchor, and with some difficulty, owing to a foul wind, proceeded as far as the quarantine ground, opposite Grosse Isle. All well on board. The captain ordered all the steerage passengers to prepare themselves to go upon the island for the purpose of airing their bedding and washing their linen. About three p.m. the boats were manned, and the passengers landed. Then they all set to, and the rocks presented a most singular appearance from the various articles of clothing spread about them, and the emigrants in all directions hanging them out to dry. At night they went into a humble shed (for it could not be called by any other name) and spread their beds on the bare ground. A lamentable occurrence took place this evening. The passengers of the *Minerva*, anchored near us, had performed quarantine, and were returning on board. When they came alongside their vessel the ropes of the davits became entangled with the mast of the boat, and swamped her. From the deck of our ship we could see upwards of twenty persons struggling in the water, only nine of whom were saved. The agony we felt at not being able to render assistance—all our boats being on shore—was extreme. One of our boats, returning from the shore, rowed to their assistance, and succeeded in picking up four, who were taken to the island. One of them, a fine young woman, was in a state of suspended animation. She was quite black in the face when taken from the water, but rubbing her body with brandy restored her, and by the following morning she was quite recovered. An old man and his wife were two of the others who were saved by the crew of our boat. They were completely soaked, and they wept bitterly for the loss of their little boy, who found a grave in the ocean. The other was a little fellow about four years old, brother to the young woman already named, whose lively countenance beamed thankfulness while carried about the shed in the arms of the brave sailor who saved him. I omitted to mention that the young woman named was called upon to lament the loss of a sister who sank to rise no more.

28th.—This morning our passengers all returned to the vessel in safety. It was a case of thankfulness, for there was not one ill. About two p.m. we weighed anchor for Quebec, but the wind not being favourable we cast anchor at 10 p.m.

29th.—Weighed anchor at five a.m. and made but little way. At eight arrived opposite the Island of Orleans, and at nine came to anchor at Patrick's Isle, six miles from Quebec, the tide and wind against us. A child had just died of decline, its death hastened by the privations suffered at the quarantine ground. Weighed anchor about four p.m. and sailed slowly up the river. We were transported with the enchanting scenery, particularly with the village at the foot of Montmorency Falls, upon which the setting sun was shining. At dusk we came to anchor in the basin at the fort, Quebec, after a passage of nine weeks and three days.

30th August, 1832.—The Revenue officers came on board, and we waited the arrival of the surgeon, expecting to go on shore to-day. The captain went on shore to arrange for the child's funeral, which is to take place to-morrow morning.

1st September.—A party of us went on shore with the corpse about 10 a.m., and were directed to the cholera burial ground. When there we were obliged to wait for several hours for a priest. There were no fewer than seven or eight waggons with rough deal coffins waiting in the hot sun for the said priest. The coffins were nailed together of unseasoned inch-boards. The lids had shrunk and warped so that you could get your hand in, and the stench from them was dreadful. Still we remained until the child was buried. After I was on board I became very ill with a sort of cholera, but cured it with copious doses of tincture of rhubarb.

2nd and 3rd.—On shore viewing the town. Everything so new and strange. Having about thirty-eight boxes and packages of luggage of different kinds, I took my book, with all the things as they were packed entered down in it, each package marked with a letter of the alphabet, or with a figure from No. 1 to No. 10, to the Custom House, and begged the manager not to make me unscrew and open all the said packages, but to choose five or six, and if they corresponded with the said entries in the book, to charge the duty and pass them. The manager was a gentleman, and only examined two boxes. He charged me two shillings and sixpence for the search, and wished me to remain in Quebec, stating that if I would do so he would insure me a large amount of Government work as an architect and engineer. But having promised my brother-in-law to meet him at Goderich, I could not remain at Quebec.

4th.—Went on board the steamboat for Montreal. Arrived there on the 5th, and the steamboat was moored to a stump on the shore. A lighter was brought alongside the steamer, and a broad plank from it to the shore enable us to land. In getting our luggage on shore, one large package fell into the river, and we had some difficulty in regaining it. Fortunately it was not injured. I made a contract with Macpherson & Co. for £7 10s. to take my luggage to York. I agreed with my fellow-passengers, Mr. Tuton and Mr. Duckett, that they should go in the Durham boat to look after my luggage, and that I would take their wives with Mrs. Howard and myself by coach and steamer.

September 8th.—Left Montreal by coach and steamer for York.

9th.—Arrived at Cornwall. Mrs. Tuton, Mrs. Duckett and Mrs. Howard quite well. I still felt the effects of the cholera that had attacked me in the graveyard at Quebec.

10th.—Went on board the *William the Fourth*, and arrived at York (now Toronto) at 6 a.m. on the 14TH OF SEPTEMBER, 1832—eleven weeks and three days from London. After landing, I began to enquire the best mode of reaching Goderich. Going up Church street from the landing place, I was very much astonished to see in a huckster's window a very handsome carving knife and fork for sale which I had made my brother-in-law a present of before he left England. Going into the shop, judge of my surprise to find my wife's sister, whom I believed to be in Goderich. She looked half starved. She had lost one child, and the other was in a wretched state. My first act was to fetch Dr. Rolph to see it, as I was informed that he was the best doctor in York. I then went on board to fetch my wife, who was both surprised and delighted to meet her sister without going the long journey to Goderich. By this time my brother-in-law had returned from the market, where he had been to purchase things for the shop. Having got all my luggage on shore and housed, the next thing was to look for a house. My fellow-passenger, Mr. Tuton, was a chemist and druggist, and intended to open a shop in York if he could find a suitable situation on King street. I agreed to take the first floor providing we could get a house in a good situation. This we found, but the first floor had been let separately, and I could not get it until the first of May, 1833. There was a large kitchen and an attic, with which we agreed to put up through the winter; but before we took possession my brother-in-law and I went to Hamilton to see Mr. Dibbs, an old acquaintance, who had emigrated a year before us. He had built a neat frame house. His wife's father had died of the cholera, and had been buried at Hamilton. A gentleman called to see Mr. Dibbs, and he introduced me to him as an architect and engineer. The gentleman informed me that the Hon. Peter Robinson had written to him, asking him to send to York the first architect who arrived at Hamilton, and he kindly gave me a letter to Mr. Robinson, which I did not deliver until the spring. Mr. Dibbs, my brother-in-law and myself started from Hamilton to go to Goderich, but we could only get as far as Paris. There were only two houses in Paris at that time—a tavern and a large farm-house, belonging to a Mr. Capron, the owner of the land. We called upon him, and I agreed to lay out the land for a village, and to take a town lot of five acres in part payment for my professional services. The food and lodging were so bad that Mr. Dibbs and I returned to Hamilton, being very unwell. I made the best of my way home again to York. A friend advised me not to deliver the letter of recommendation to the Hon. Peter Robinson until I could accompany it with some drawings showing what I could do. Having only a gullet with a skylight in the roof, and that nearly always covered with snow, and no fire in the room, both my poor wife and myself suffered very much from the severe weather. On the Sunday morning before Christmas, 1832, my brother-in-law called upon me, stating that the bay was frozen over, and that a great many persons were skating on it. He wished me to go with him, and I very reluctantly consented, but on examining my skates I found they had no straps. My brother-in-law was so eager for skating that he agreed to tie them on with strings. We went down to the ice at the foot of Frederick street, he having tied

on my skates. We started off, he leading, being a much better skater than I. About the middle of the bay a schooner was frozen in. Among some rubbish which had been thrown out I picked up a stave of a flour barrel, which was of great service to me. At starting we agreed to skate across the bay towards the light-house. We both started at the same time. We saw something black upon the ice. My brother-in-law, being ahead, called to me, asking if I did not think it was a seal. I thought it might be one. He pushed ahead very fast, and when he was about three hundred yards in advance of me the ice suddenly gave way, and he was struggling in the water. I looked back at the schooner. She was at least a quarter of a mile from me. I then pushed on as fast as I could to his assistance. Coming up to the broken ice, the stave that I had picked up was of great service in sounding. All this time he was trying to get to firm ice. I tried to get off my skates. At last, by sheer desperation, I succeeded in breaking the strings. He was then about thirty feet from the sound ice. At this time he must have been in the water at least twenty minutes. At last, by the use of the stave, I managed to get within ten or twelve feet of him, and by tying the sleeves of my two coats together, I managed to reach him, but had a terribly difficult task to get him upon the sound ice, for the cold had almost paralyzed him. As soon as he got upon his skates he struck out for the schooner, and by the time he got to the shore he was one cake of ice. We made what haste we could home, and as we went along the boys hooted at us. I was in my shirt sleeves, and had my two wet coats hanging on my arm, and the skates hanging by the strings in the other hand. They doubtless thought us mad. On getting home we took some gruel and went to bed. What a night we both passed. I fancied that he had sunk, and that I had dived in and was trying to catch hold of him at the bottom of the lake. He has been dead several years, but I may say that he never shewed any grateful feeling to me for the risk I had run on his account. He had taken a two-year old colt in trade, and about the first of January wished to take it to Pickering to an old country farmer of his acquaintance. A gentleman from Goderich was visiting us, and one evening after tea they proposed to walk to Pickering, taking the colt. They pressed me very hard to accompany them, and I agreed to do so if they would put it off until the next morning. They rather taunted me on my being afraid of the cold, so I agreed to start at once. We all three started off. It was a bitter cold night. When we had travelled about nine miles we came to a place where a clearing had been commenced, and a large tree was lying, with a quantity of bush. On the road I had picked up a fire-brand that had been thrown out of a small house. With this we made a fire against the lee side of the log. The blaze soon brought several of the neighbours to the place, and they chatted and sang songs until about midnight, when they took their departure, and we three settled ourselves with our feet to the fire to sleep. I had brought my rifle. My two companions had great coats, but I had not put mine on when leaving home, and therefore wished for the middle berth; but as I had the rifle they would not consent to it. I think it was about three a.m. when I woke with the cold. The fire had burned down, all but a few embers and a few half-burnt sticks. The pony was tied to a sapling about thirty feet from the opposite side of the fire, and every time the wind caused a little flame to rise from the embers, it would flash across the eyes of the pony. The night was very still, and I fancied I heard the crackling of

sticks in the bush to the left of where the pony was tied. I thought it might be from a bear or a wolf. There were several inches of snow on the ground, so that I could see some distance among the trees, and after watching very attentively for some time I plainly saw a large black animal approaching the pony very slowly. At first I thought it best to awaken my two companions, but fearing that I might be laughed at if it should not turn out to be a bear, and getting my rifle all ready, I waited for about twenty minutes, when the animal came within thirty yards of the fire. I was just about to let fly at it when it gave a grunt, and I plainly saw that it was a large black sow. I settled myself again and went to sleep. I was aroused by my companions about five a.m. to continue our journey, but on attempting to walk, I found that my knees were frozen. The agony I suffered was terrible. I ought to have immediately rubbed them with snow, but none of us understood frost bites, and as a consequence I have for more than fifty years been obliged to wear woollen knee caps. I tied handkerchiefs round the knees, and tried to ride on the pony, but as there was neither saddle nor stirrups, the pain was worse when my legs hung down. We at last reached Mr. White's farm, at Pickering, but there was no doctor nearer than York, so I had to wait until I got home, which I did the next day. Mr. White kindly drove me home in his lumber waggon. I was several weeks before I could walk comfortably, and Dr. Widmer said that I had had a narrow escape from losing the use of both my legs. This was the second trouble within a month that I got into through the stupidity of that unfortunate brother-in-law. I resolved not to go out upon any other expeditions with him, but to settle down and make designs for log houses, frame and brick buildings, churches, villas and hotels, together with rows of shop-fronts. I carried out my resolutions, and filled six large sheets of paper with my designs.

It was about the middle of March when I called upon the Hon. Peter Robinson with the letter of introduction. I saw he was very much engaged, and left the roll of plans with him, asking when I should do myself the honour of calling again. He said in about a week, which I thought a longer time than was necessary for the examination of six sheets of drawing-paper. But, I thought, beggars must not be choosers. At the end of a week I waited upon him, and found he had never opened them. I told him that I had been given to understand that a professional immigrant visiting Canada would receive the kindest attention from the Government employees, and that in preparing those plans I had sat in a garret for a month without any fire, and only lit from a skylight in the roof, oftentimes covered with snow, while my wife had read to me. I added that I supposed he had read the story of the boy and the frog. It was fun to him but death to us. He turned pale, and said: 'I am very sorry, Mr. Howard, but if you knew how I have been worried with business you would not blame me.' 'That is quite sufficient, sir,' I replied, 'and I am sorry for what I have said;' and we thereupon shook hands. He then wrote a letter to Colonel Rowan, the Governor's private secretary, asking him to lay the drawings on the Governor's drawing-room table, as his Excellency was going to have a party that night. The Colonel said: 'You have scolded Mr. Robinson.' I then repeated, as nearly as I could, the conversation with Mr. Robinson. The Colonel told me that Mr. Robinson had written word for word what had passed between us. He then examined the plans, and assured me

that my troubles were at an end. He added that I would doubtless receive a letter from his Excellency the next morning.

I had not been at home more than an hour before a very plausible man, Mr. James Cull, calling himself the Government architect, called upon me, making me an offer of a partnership. This I declined, but offered to do all the business he could get for one hundred and fifty pounds for the first year, with a quarter's salary in advance. He replied that he had never heard of such a thing. I told him that he heard it then, for the first time, and so we parted. The next morning I received a letter asking me to call at Government House at 11 a.m. Sir John Colborne, the Governor-General, complimented me upon my drawings, and was sorry Mr. Robinson had not sent them before, as he wished that style of drawing to be taught in Upper Canada College. He asked me to allow him to put them in competition with six other gentlemen who had sent in drawings for the mastership. I consented, but at the same time told his Excellency that I could have drawn them much better if I had known they were to be put in competition. About the latter end of March I received notice that I had gained the appointment, at one hundred pound sterling per annum, and that I was to enter upon my duties on the first of April (1833), for three hours per day for four days in the week. I was to be allowed to carry on my professional work in the college, in order that the pupils might see the process. I had three of his Excellency's sons, and his Excellency was very kind in all respects. He used to come to my room to see the boys at their work, and he wished me not to make any difference because they were the Governor's sons, but to chastise them the same as the other boys if necessary. His eldest son began to get angry, and his father said he need not shew his temper, for he meant what he said. I told his Excellency that I felt there would be no occasion for anything of the kind, as they were young gentlemen, and would always be treated as such by me. The evening that my drawings were laid on the drawing-room table at Government House, after the plans had been returned, several gentlemen gave me orders for buildings. Among them were Dr. Widmer and James G. Chewett, Esq. The Lord Bishop Stewart, of Quebec, called to pay his respects to Mrs. Howard, who was busy washing in one corner of the large kitchen. She took her hands out of the wash tub, and the Bishop shook hands with her and remarked that her small hands had never been used to that kind of work, and if the ladies when they came to Canada would unbend as she had done, and perform such work whenever it was necessary, Canada would have a better name than she had. His Lordship paid me £40 for works that I did for him in drawing plans for small churches, and getting them lithographed, with the specifications complete. They were sent all over the Province in 1833. I built Dr. Widmer's cottage on Front Street, Thomas Mercer Jones' villa on the corner of York and Front Streets, Chewett's Buildings, and the British Coffee House, where the Rossin House now stands. I also built the two lodges at the Queen Street entrance to the College Avenue, one of which was pulled down in 1882, and the fence on the East side of the Avenue the same year.

1834.—The first mayor, William Lyon Mackenzie, employed me as city surveyor. I put down the first 11-foot plank sidepaths on King Street.

I had surveyed land in England, but was not allowed to practise it in Canada until I had served six months with a Provincial Surveyor, and passed an examination. James G. Chewett, head draughtsman in the Crown Lands Department, employed me to make a survey of the harbour and peninsula in front of the city. I passed the examination, and gave £500 security to the Government. The license was granted me on the 26th of January, 1836.

In 1835 I built five brick stores on King street for Isaac Buchanan, Esq. I also built a house on Frederick street for the Hon. W. Allan; also the fireman's hall and bell tower on Church street. I made plans and specifications for a villa for Mrs. Muttelbury, of West Oxford, and built a brick cottage for Francis Hincks, Esq., on the west side of Spadina avenue. Built three brick houses for Dr. Widmer on Palace street. Designed a cottage villa for R. H. Place, Esq., West Oxford. Drew plans and specifications for a dwelling house for R. Riddle, Esq. Built two new wings to the residence of Sheriff Jarvis, Rosedale, east side of Yonge street. In 1836 built Colborne Lodge, High Park, for myself. Made several plans and specifications, and built two houses for J. J. Arnold, Esq., at Woodstock. Gained the premium of £45 for the approved plan of the Court House and Gaol, Toronto. Built a large cottage villa on Lot (now Queen) street for Mr. Gifford, Government clerk. Built a frame house on Front street for Joseph D. Ridout. Built a large frame house on Queen street for Dr. Gwynne. Repaired a dwelling house on Duke street for William Proudfoot. Built a villa and large stable and coach house for the Hon. J. H. Dunn, Receiver-General. Made plans and specifications for the King street sewer, and for cleaning and repairing the streets. Built a wharf on Front street; also made several alterations in dwelling house at the east end of King street for Charles C. Small, Esq.

1837.—Built a cottage for the Rev. C. Dade, on King street. Built two brick stores on the north side of King street for Ridout Brothers; also two brick stores on King street for Messrs. Murray and Newbigging. Built a villa on the east side of Yonge street for Mr. Hewson; also made a model of my patent bridge for him, which is now in my picture gallery. Built two stores on the market block for Mr. Atkinson. Built the British America Assurance Office on George street for Mr. Birchall, the Manager. Built a racquet court for Mr. Erskine. Made plans and specifications for house for Clarke Gamble, Esq. Made great repairs at Holland House for Captain Truscott, Manager of the Farmer's Agricultural Bank, on King street, which afterwards failed. Made great alterations to Mrs. Musson's store on King street. Made great alterations and additions to the Court of King's Bench. On the 23rd of December, 1837, removed from Chewett's Buildings, King street, to Colborne Lodge, High Park. On the morning of the 25th—Christmas Day—shot a deer and some quail at the rear part of High Park, near Bloor street. On Thursday, 7th December, 1837, led the right wing of the scouting party up Yonge street to attack the rebels, who had congregated at Montgomery's tavern. The party consisted of the following gentlemen, appointed by Colonel Samuel P. Jarvis:—Lieut. John G. Howard, commanding the party; Thomas Douglas Harrington, Government clerk; Robert Kelly, ditto; William Davis, high constable; George William Allan, law student, and six others, whose names I have forgotten. We

took Walker Smith prisoner, and Sir Francis Bond Head, the Lieutenant-Governor, gave him his liberty, and he was afterwards made the Sheriff of the County of Simcoe. During 1837 I also attended to roads and sidepaths as City Surveyor.

1838.—Sir George Arthur, Lieutenant-Governor, employed me to make alterations and additions to the Government House, and to build a new ball-room 30 x 50 feet, and also to provide and arrange the furniture, which cost altogether £2,405 19s. 9d. Sir George Arthur gave me the Lieutenant's commission for volunteering to lead the scouting party on the 7th December, 1837 when Montgomery's tavern was burned down by the royalists, the rebels all running away. Constructed sewers and various works throughout the city as City Engineer.

1839.—Built eight brick stores, Victoria Row, on the south side of King street, for James Macdonell, Esq. Built a brick dwelling-house on York street for James G. Chewett, Esq. Reported on the ruins of St. James' Cathedral, destroyed by fire. Did a great deal of work of various kinds throughout the city and liberties as City Engineer.

1840.—Gained the premium of £30 for the approved plan of the Provincial Lunatic Asylum to be erected in Toronto. Prepared plans and specifications for a large store for Messrs. Torrance, Shaw & Parnell. Built Mitchell's tavern, south-east Market Lane. Built a brick villa for William Humo Blake, Esq., on the west side of Yonge street. Drew the plans and specifications and superintended the erection of the court house and gaol at Peterborough. Drew plans and specifications for a new church at Chippawa, and drew plans and specifications for repairing and altering Niagara church.

1841.—Built a large cottage for Mr. Nichol on Yonge street. Built a new court house and gaol at Brockville. Built a brick store for T. D. Harris, Esq., on King street, Toronto.

9th February, 1841.—Received from Sir George Arthur, Lieutenant-Governor, a license to practice as a public notary in this Province. Received instructions for plans, specifications and estimates for a new gaol and court house in the Johnstown District. Repaired the south wall of the Toronto court house, and underpinned the foundation.

26th.—Sent one of my clerks to Cornwall to deliver the writs for the election, which he did, and returned on the 6th of March, breaking the sleigh all to pieces. Surveyed and made a valuation of the property of Dr. Diehl, on the west side of Yonge Street, for building lots. Built a new wharf and storehouse at the foot of Yonge Street.

March.—Made a plan and model of my patent bridge to be erected on the east side of Yonge Street, for Mr. Husen.

8th May.—From twenty-five to thirty buildings burned down on Yonge Street. Went to Kingston to settle the building accounts between Duffil and McLeod Self and clerk absent a week.

August 4th.—Erected the completed spire of St. Paul's Church, Yorkville. For further particulars see the Rev. Dr. Scadding's book, "Toronto of Old," pages 406 and 407. Superintended the erection of several stores, according to my premium plan of the Market Block. Employed as engineer by the mayor. Levelled the sidepath in Newgate and Adelaide Streets, and measured John Shea's work. Cleaned do., and made out the accounts.

1842.—Drew plans, specifications and estimates for a brick villa on the east side of Yonge Street for Charles Thompson, Esq. Built my patent bridge at Bronte for the late Judge Harrison.

April 1st.—Purchased forty-two feet frontage on King Street from Hutchinson for £500. Drew plans, specifications and estimates for a goal and court house at Perth. Built two stores on King Street, Nos. 103 and 105, with German silver sashes and plate glass. No. 103 was built with the first white brick used in this city. I gave the brickmaker £60 for 20,000. They were made from the clay on Yonge Street, off Mr. Sheriff Jarvis' lot at Rosedale, by a man named Craig, who had some trouble in keeping the clay separate. The front of the building has since been painted. Built a new wharf for James Brown, Esq. Built a stone church at Tyendinaga for the Indians, by order of the Rev. Saltern Givins. Drew plans and specifications for eight houses and barns at Owen Sound for the Indians. Built a swing bridge at the Humber for Mr. Scarlett and John Gamble, Esq., County Councillors, York Township.

March 29th.—Gained the first premium of £50 for the approved plan and description of Queen's College, to be erected at Kingston. Built a row of stores on the north side of King Street for John Baldwin, Esq.

May 6th.—Shot a bald eagle, which measured seven feet between the wings. Sent it to England. Drew plans and specifications for the water-works at Toronto for Albert Furniss, Esq., of Montreal. Was subpoenaed on a trial at Kingston. Verdict £100. Away three days. Made designs, with plans, specifications and estimates for Lennoxville College.

June 6th.—Surveyed the ground and made plans for St. James' Cemetery, laying out the ground in burial plots and walks, fixing the fences to enclose it, and preparing two books with the lots, and numbering them for reference, with all the roads and paths. Drew plans and specifications for a large school-house at Quebec for F. J. Lunday, Esq., classical master.

June 9th.—Drew plans and specification for a brick church at Lloydtown.

June 14th.—Drew plans and specifications for a church at Streetsville. Settled the disputes between the Farmer's Bank and John Richey, builder.

June 15th.—W. H. Boulton, Esq., introduced Mr. Lane, architect, wishing me to take him in partnership, but I declined. Surveyed a tract of land on Yonge Street and valued it for Scott & Ketchum, as ordered by Court of Chancery. Drew plans for a theatre, to be built in the rear of 103 and 105 King Street. Built a stone church on the Manitoulin Island for the Indians. Drew plans, specifications

and estimates for churches and school houses, and built them, on Snake and Walpole Islands, Lake Simcoe, for the Indian Department.

In 1846 I made a survey of the Toronto peninsula, and laid out 283 acres in fifty-seven two-acre lots on Trafalgar Marine Parade, on Fitzroy Street, going north from the lighthouse, Vernon Street at right angles to it; also Rodney and Duncan Streets. The plans are in my possession. Drew plans, specifications and estimates for a large house to be erected at Quebec at a cost of £3,000. Drew plans and specifications (gratis) for the House of Industry.

March.—Surveyed Powell's lot, and turnpiked Dummer and William Streets. Made an accurate survey of the sand ridges bounding Toronto Harbour and Ashbridge's Bay. The plans are in my possession. Drew plans and specifications for two large frame buildings on Yonge Street.

October 12th.—Purchased pew No. 87, middle aisle, in St. James' Cathedral. Drew plans and specifications for R. N. Waddell, Esq., Port Hope.

March 26th.—Received a communication from the Hon. T. Bouthillier, of the Crown Lands Department, to make a survey and plan of Toronto Harbour, and shew the best method of forming an esplanade and docking at the north of the Harbour, and took several lines of soundings running out from the water's edge at the ends of the different streets and wharves ten chains into the bay, and from such other parts as I should deem necessary for perfecting. We began the soundings on the 2nd of May, and finished on the 23rd, taking altogether sixteen hundred and thirty-eight soundings. The book, with field notes and soundings, are in my possession. Built a white brick front dwelling house for myself on York Street. Sold it to the Rossins. It afterwards formed part of the Rossin House. Drew plans and specifications of a row of brick buildings on the west side of York Street for Captain Strachan. Laid off Nelson Street, and laid out a six-acre lot in building lots on Adelaide, Nelson and Richmond Streets, for the Hon. Alex. McDonell. Settled the dispute between Charles Thompson, Esq., and the Mutual Insurance Company for his house, destroyed by fire at Holland Landing. Drew plan, full size, of the Royal Arms, to be carved in stone for the Bank of British North America.

1843.—Built two large brick stores on Church street for J. G. Beard, Esq.; also a store adjoining for Joseph Rogers, Esq. Built a post office on Wellington street for Charles Berczy, Esq. Built a one-story brick dwelling house on the east side of Church street for James M. Strange, Esq. Built a branch of the Commercial Bank of Toronto at Hamilton. Altered the roof of Ridout Brothers' store, on the corner of Yonge and King streets. Constructed a main sewer, and macadamized York street from King to Wellington streets. Built two brick dwelling houses on the Hospital Block, on the corner of Peter and Adelaide streets. Drew plans and specifications for a church at Newmarket for the Rev. G. C. Street. Drew several designs for Brock's Monument, to be erected on Queenston Heights, the cost of erection not to exceed £2,500. Reported upon the state of St. James' Cathedral. Laid out the grounds in front of Osgoode Hall. Made designs for a new Commercial Bank at Toronto.

As City Engineer, surveyed, levelled, and made roads and sidepaths throughout the city and liberties, and made out the accounts.

1844.—Received instructions for a design for a new market house to be erected at Kingston. Gained the first prize of £50, but could only get £25, they were so poor. Gained the first prize of £30 for the most approved plan of the Provincial Lunatic Asylum, which I built. Chief Justice Robinson laid the corner-stone on the 22nd of August, 1846. Built four brick dwelling houses on Front street—now forming the Queen's Hotel—for Captain Dick. Built a handsome villa on Front street West for J. G. Spragge, afterwards Chief Justice. Designed a Masonic Hall and Arcade, to extend from Wellington to Front streets, making detailed estimate of the cost, complete, £3,000. Altered the British Coffee House on York street for James G. Chewett, Esq. The site is now occupied by the Rossin House. Surveyed 100 acres of land, and laid it out in building lots. Graded Strachan and Bishop streets for Captain Strachan. Drew plans for an hotel to be erected on the peninsula for Mr. Stears.

November 13th.—Became a member of St. Andrew's Lodge of Free Masons, Toronto. Built St. John's Church at York Mills.

As City Engineer, repaired the different streets, making new drains and culverts, levelling for sidepaths, laying off building lots, and giving the levels for the city buildings, and settling accounts.

1845.—Drew plans and specifications, and erected a handsome villa for R. F. Steele, Esq., Barrister, at Brockville. Drew plans and specifications for a new court house at Belleville.

In 1845 surveyed and levelled Front street to the Market front; also the Market Wharf and Maitland's Wharf, for John Ewart, Esq.; also the old water front of Wellington and Church streets, from Bay street to Berkeley street, and giving the depth of the water along the Esplanade front of the cribwork. The plans are in my possession. Surveyed and constructed a new road between Moss Park and land belonging to T. G. Ridout, Esq., and laid it out in building lots, now Sherbourne street. Drew plans and specifications, and built the Bank of British North America, on the corner of Yonge and Wellington streets; cost, with fittings complete, £5,000. Built a large barn for D. E. Blake, Esq., at Thornhill. Drew plans, specifications and estimates for seven frame houses for the Indians at Saugeen. Drew plans and specifications for the main sewer on King street. Drew plans and specifications, and erected a branch Bank at Hamilton, the cost of which complete was £2,425 6s. 3d. Drew plans and specifications for main sewers on Church and several short streets, as contracted for by Thomas Bond from 1845 to 1848, under the City Engineer, J. G. Howard.

June 26th.—Surveyed and constructed a small railway into the limestone quarry on the east side of Yonge Street, for Mr. Bescoby, who burnt the stone into lime. The quarry belonged to Charles Thompson, Esq.

1846.—Surveyed the Island or Peninsula in front of the City, and laid it out in streets and lots; viz., fifty-seven two-acre lots on Trafalgar Marine Parade. Used 225 stakes.

January 15th, 1847.—Surveyed 100 acres of land on the west side of Yonge Street, and laid it out in building lots, for Dr. Drury. Built a store on Adelaide Street for Charles Vale, blacksmith. In 1847 I also made an accurate survey of Ashbridge's Bay and the eastern strip of land which divides it from Toronto Harbour, and also made a survey of the northern side of the peninsula to the western point opposite the Queen's Wharf. All these drawings are in my possession. Built a large brewery, malt house and vaults on Front Street for Messrs. Nash and Cayley. The principal walls were built with stone in caissons in six feet depth of water. Cost £2,299 9s. 3d.

July.—Became President of a copper mine on Serpent River, Lake Huron. Also made a survey of the Island of St. Joseph, and located the town of Hilton. Drew plans and specifications for a villa for Mr. Creelman. Surveyed lot 28 in the second concession of the township of York, and laid it out into lots for H. J. Boulton, Esq. In 1847 I was appointed Vice-President and Treasurer to the Toronto Society of Arts; also in 1848. Drew plans, specifications and estimates for a Gothic villa, which was erected on the mountain at Montreal for Albert Furniss, Esq. Do., do., for Philip Ham, Esq., at Belleville. Built the Firemen's Hall, bell tower and Police Station on Church Street. Surveyed and laid out Scott Street to Gorrie's Wharf, and graded it. Erected a cut-stone-fronted house on Wellington Street, adjoining the Bank of B. N. A., for R. P. Crooks, Esq.; also built a larger one on the same spot for Charles Berezy, Esq. Built two large cut-stone-fronted buildings on Yonge Street, adjoining the north end of the Bank of B. N. A., for A. V. Brown, Esq. Drew plans and specifications for a villa to be erected by John Y. Brown, Esq., near the cemetery. Drew plan of store on Yonge Street. In 1847, made a survey of the River Don from the bridge on King Street to the rear of the first concession of the township of York. Made a survey on the peninsula from Knotts' house to the light house, and from thence to the lake on the west of do. As City Engineer, I was employed in settling up accounts; no fresh works doing this year.

1848.—Built two cottages on Park Lane (now University Street) for myself. Built two stores for Thorn and Parsons on Front Street. Built Russell house on do. Drew plan and specification for altering a villa on Yonge Street for Mr. Nanton. Drew plans and specifications for a large store on Yonge Street. Drew plans and specifications for a temporary lunatic asylum, and erected the steam pumping apparatus for the asylum complete. Arranged with Charles Garth, plumber, of Montreal, for hot water works for heating the Lunatic Asylum. As City Engineer, finished works, cleaned streets, formed new sidepaths, and settled up accounts with John Shea and others.

1849.—Built a large dwelling-house for Mr. Wakefield, corner of York and Wellington Streets. Built a large store on Church Street for Dr. Widmer. Built a structure on Jarvis Street for Ridout Brothers. Built a brick stable for the Rev. H. J. Grasett. Altered the old Commissariat Office on Front Street for Dr. Widmer. Surveyed the encroachments on Brock Street. I have the plan. Drew plan, specification and estimate of a large frame hotel to be built on the peninsula for Mr. Cameron. Drew plans, specification and estimate for Mr. Holt, Dundas.

Made a design for St. George's Church, John Street, for the Rev. Dr. Lett. Drew plans, specifications and estimates for Quetton St. George, Esq., on Adelaide Street. Built a brick dwelling-house on the corner of Queen and Jarvis Streets for Mr. Callaghan. As City Engineer, took certain levels for roads and sidepaths in the city and liberties, for altering and repairing said roads and crossings, and also sidepaths.

1850.—Built six dwelling-houses on the north side of Wellington Street for James Fitzgerald, Esq. Built a tower and spire, and made sundry alterations and additions to St. Andrew's Church, on the corner of Church and Adelaide Streets, which has since been pulled down. Drew plans and specifications, and erected a large dwelling-house at Deer Park for William Augustus Baldwin, Esq. Did certain engineering works at Osgoode Hall. Measured the locks and estimated the extra cost from the contract of the stone work done in the new locks of the Welland canal by E. W. Thomson, Esq. The said extra work amounted to £17,000. Messrs. Blake and Morrison, Solicitors.

In June, constructed a stone bridge with retaining walls on King Street. In August, surveyed and laid down a line of extra pipes for the water works, from the engine house up Peter Street to the reservoir, 52 feet 6 inches above the water in the bay, for Albert Furniss, Esq., Montreal. Made a design for a picture gallery for the Society of Arts, Toronto. Made a survey and drew a plan of part of the city, shewing the position of the mains, hydrants and service pipes of the city water works for Albert Furniss, Esq. See the plan in my possession.

November 2nd.—Signed the plans for building the vegetable market, and fixing the hay scales for the general use of the market. Settled a disputed lease between Sarah Bostwick and Reuben Parker. As City Engineer, levelled for drains, repaired the streets and sidepaths, measured John Shea's work, and made out accounts.

1851.—Built two brick dwelling-houses on Queen Street for Isaac Clare. Built a brick store on Front Street for George Munro, Esq. Mr. Wagner built my farm cottage and barn at High Park. Altered a house on Carleton Street for A. B. Sullivan, Esq. Altered a house on Wellington Street for Dr. Beaumont. Altered a brewery on Spadina Avenue for Adam McKay, cost £1,650.

19th February.—Surveyed the Garrison Common for the Ordnance Department, they agreeing to grant the City of Toronto 278 acres for a park, providing the corporation would clear and fence it. As City Engineer I made a plan and estimate of the cost (£450); but the eastern members of the corporation would not agree to it. Altered Mrs. Musson's house on King Street. Drew plan and specification for a dwelling-house for Capt. Graham, R.E. In 1851 surveyed the Government Creek from the Queen's Wharf to the summit level of Miss Cummer's ground. Built a brick villa on the corner of Brock and Wellington Streets for Louis Moffatt, Esq., cost £1,832. Built a printing office on King Street for Mr. Rowsell. Drew plans and specifications for a house at Port Hope for Mr. Marsh. As City Engineer I did considerable work for the corporation in laying down new sidepaths, making sewers, and repairing and cleaning roads. During this year

also surveyed Toronto Bay and the Island, and ran thirty-five lines North, 25 degrees West, 5 chains apart, across the Island, to ascertain the exact quantity of land and water.

Between 1846 and 1851 (both years inclusive), surveyed and laid out Jarvis, Mutual and George Streets into building lots, and paid over to Mr. Jarvis £7,307 1s. (seven thousand three hundred and seven pounds one shilling).

1852.—Laid out the Peninsula in streets and lots, showing Gibraltar Point and Trafalgar Marine Parade, by order of the Committee on Wharves and Harbours. These plans are all in my possession. Surveyed and made a valuation of W. H. Coxwell's property (£4,335) for the Government. Made all the plans and specifications for the different works to be done in my absence. Constructed a large main sewer on Simcoe Street, and with the consent of the corporation, got William Thomas, Architect, to fill my situation as City Engineer for five months during my absence in England for the benefit of my health. With the consent of the principal of Upper Canada College, Mr. John Tully took my chair as Geometrical Drawing-Master during my absence. After returning I made two estimates for the docking and Esplanade in front of the city. Mr. Sheppard, Mr. Northcote, and several labourers, with the assistance of Mr. Thomas, did a great deal of work in different parts of the city. I left Toronto for England on 1st May, 1853, and returned to Toronto on the 26th of September following, and commenced examining the city works and certifying them. In October, 1853, I received instructions from the City Council to survey, in conjunction with the Hon. Mr. Seymour, Engineer of the Northern Railroad, and to locate the said Road along the Esplanade, and to take it up the Government Creek, following the curves of the creek until we gained the summit level. After a very careful instrumental survey we made the following calculations of the costs of the docking and filling up of every person's water lot in dollars and cents on three lines of the Esplanade, as follows:—The old Government Esplanade and water lots granted to the city of Toronto, \$178,365; Howard's line of docking and filling, \$443,193.25; and the wind mill line for similar works complete would cost \$993,232.25. Howard's line extends considerable more into the bay than the old Government line, and the Howard line was the one supposed by the corporation to have been contracted for by C. S. Gzowski & Co. for \$600,000; but the work was done considerably to the north of the Howard line, thereby reducing the quantity of filling-in of each water lot, which can be proved by plans of that line still in existence. As a proof that the detailed estimates exhibited were correct, Mr. Alexander Manning took an under contract from C. S. Gzowski & Co. for the said works at about or a little over our estimate, \$443,193 25. The late ex-Alderman William Gooderham and Samuel Thompson were the Wharves and Harbour Committee at that time, and paid very little attention to our estimates of the different works, taking upon themselves the initiative. Mr. Thompson was employed for a short time as a clerk to Gzowski & Co., and Councilman Charles E. Romain told me that he received £300 per annum from C. S. Gzowski & Co. to act for them as paymaster, and watch their interests, which he said he could do without injuring the interests of the city. A good deal of dissatisfaction was shown by the citizens of Toronto at the way the Esplanade

contract was entered into, by the retirement of no fewer than eight members of the Council on the 3rd of November, 1853.

On the 9th of April, 1853, I was appointed a Justice of the Peace for the united counties of York, Ontario and Peel, and also an Associate Judge, being included in the commission of Oyer and Terminer and General Gaol Delivery. I had the honour of sitting on the bench for four years with Chief Justice Robinson, Judge McLean and Judge Richards.

In April, 1853, I made an accurate survey of the distances from the north side of Front Street, along the west side of Brock Street, Peter Street, John Street, Simcoe Street and York Street, to the extent of the crib-work in the Bay into four feet water (I have the plans), a distance of 600 feet; the west side of Peter Street do., 598 feet 6 in., into 3 feet 6 in. water; the west side of John Street, a distance of 558 feet 9 in., into 4 feet water; the west side of Simcoe Street, a distance of 498 feet 6 in., into 3 feet 1 in. water; the west side of York Street, a distance of 501 feet, into 3 feet water. To fill up these water lots with earth to three feet above the surface of the water in the Bay it would require 151,993 cubic yards at that time. The plan of this work is in my possession.

On the 4th of January Mr. Rowsell and Mr. Wakefield called upon me to go to the election. We all went to vote for Samuel Thompson for Alderman for St. George's Ward. I gave him a plumper, and he got in by one vote over Mr. Duggan.

11th January, 1853.—Made plans and specifications, and superintended the construction of the breastwork of the South Market; Callaghan, contractor.

1853.—Built a row of stores on the south side of Colborne Street for Charles Berezy, Esq. Surveyed and staked out the peninsula in streets and lots, according to a plan approved by the Committee on Wharves and Harbours, 22nd December, 1852, as follows:—14 lots on Marine Parade, $56\frac{3}{4}$ acres; Vernon Street, 16 lots, $95\frac{1}{2}$ acres; 15 lots on Rodney Street, 88 acres; 7 lots on Duncan Street, 28 acres; 3 lots on Vincent Street, 15 acres. In April, 1853, surveyed and staked out Front Street from beyond the Queen's Wharf to York Street in ornamental walks and gardens, according to a plan in my possession made in 1833 by order of the Lieutenant-Governor, Sir John Colborne, Chief Justice Robinson, and James G. Chewett, Esq. In April, 1853, sold my new villa, Sunnyside, on the Lake Shore Road, to Mr. George H. Cheney, merchant, for £1,200. In the spring of 1852 made the plans and specifications for a cottage to be erected on lot 33 in the third concession of York, for Mr. Samuel Thompson.

In the spring of 1853, being overwhelmed with business, and greatly annoyed by two of the building committee of the Provincial Lunatic Asylum, which was nearly finished, I could get little or no sleep for six weeks. Dr. Widmer, who was one of the Commissioners, and who saw how badly they treated me, called to see me every day. At last he considered it necessary to bleed me, which he did. He called again the next morning, and asked if I had slept. My answer was that I had enjoyed the most delightful sleep that I ever recollected. His advice was:—

"Don't touch business again until you return from a voyage to England, for if you do it will kill you." I therefore made arrangements to go to New York and take the first Cunard steamer. Mrs. Howard and young Master Rowsell accompanied me. We left Toronto on the 1st of May, 1853, and sailed from New York on the 5th, on board the *Arabia*, Captain Judkin, commander. We had good berths about midships, and as soon as we got out to sea I became very sea sick. Dr. Widmer advised me to take gruel in case of sickness, but a gentleman on board recommended champagne. The wine was the easiest to get, and we all took some. It turned like pyroligneous acid on my stomach, and made me much worse. A Scotch gentleman—a Mr. McKenzie, a passenger—recommended a glass of water with a tablespoonful of raw oatmeal in it three times a day. This I took for eight days, until we arrived at Liverpool, the sight of which place was by no means cheering. The rain poured down, and the whole atmosphere was full of smoke. However, we soon got to the hotel. I was very bad, and sent for a doctor, who came and prescribed for me, and after a good night's rest we were able to travel to London in two days. Our friends met us at the railway station, just seventeen days from Toronto. Twenty-one years before, it took eleven weeks and three days from London to York (now Toronto). There was one unfortunate passenger who was nearly as bad with sea sickness as myself, and the doctor advised him to take brandy, and wished me to take it also. On the sixth day out I was very low, and the doctor asked me if he prepared me a mutton chop would I try and eat it. I told him it would be paying him but a poor compliment if, after he had taken so much trouble, I were not to try to take it. The chop was cooked accordingly. Mrs. Howard cut it up in small pieces, and I had just taken two, when a strange noise was heard on deck, which alarmed us. Master Rowsell went up to ascertain the cause. It proved to be the unfortunate sea sick passenger, who had been recommended by the doctor to take brandy. He had thrown himself overboard in front of the starboard paddle-wheel. The life-boat was lowered, and four sailors pushed off to try and save the man. There was a very heavy swell, and from the deck he could be seen when he was on the top of a wave, but the men in the boat could not see him. The boat was hoisted up, and the ship put back a considerable distance and took him in. He was quite dead. Having on a large coat lined with silk, it had buoyed him up. The captain took possession of his effects, and on searching his trunk found bonds to the amount of £8,000. He belonged to the Stewarts' firm in New York, and was going to purchase goods and proceed to India to commence business on his own account. The captain took the body back to New York on the return trip. It was supposed that, being such a bad sailor, it had preyed upon his mind that the voyage to India would be more than he could stand, and in a fit of despondency he had jumped overboard.

After meeting my friends, whom I had not seen for twenty-one years, I lost no time in seeing Dr. Copeland, an eminent physician. He examined me thoroughly, and informed me that in reality I had no disease, but had been overworked. Having been in Canada so many years, my friends made quite a lion of me. I had the honour of dining with Sir Charles Barry, architect, who was just finishing the Parliament Buildings, which he kindly showed me over. I met several gentlemen at Sir Charles' dinner, who very kindly invited me to their houses. I also dined

with the Skinners' Company, and drank out of "the loving cup." Afterwards, upon calling on Dr. Copeland, he asked me what I had been doing, as I was not so well as when he last saw me. Upon my telling him that I had been dining out, he said: "You must not stay in London." I asked if I should go to Brighton. "No," he replied, "that would be jumping out of the frying pan into the fire." "The Isle of Wight?" I asked. "Just the place for you," said the doctor; "Go to Ventnor." He gave me a letter to Doctor Martin. I took rooms at Ventnor, and had four of our relations with us for a month. Dr. Martin recommended an invalid's pony for me to ride upon along the sea beach and over the hills, which did me a great deal of good. Getting tired of the place, Doctor Martin gave me a letter to the landlord of the Hotel de l'Isle D'Albion, in the Rue de Rivoli, Paris, and ordered the landlord to give me a tumbler of a certain vintage of wine before I got out of bed in the morning. This I took, and in three days I felt as well as ever, and visited all the principal places in Paris and its neighbourhood. On Sunday we and our guide were taking some refreshments at a restaurant. After spending several hours inspecting the pictures at the palace at Versailles, Mrs. Howard asked me if I knew what day it was. I answered that it was Sunday, but what day of the month it was I did not know. She said: "This is the 27th of July." "Then, if it is, I am fifty years old to-day." The guide, one of Napoleon's Old Guard, rose up, and making me a profound bow, said: "We must drink monsieur's good health, not in that stuff"—the wine we were drinking—"but in iced champagne." This he got, and although I had paid as much as ninety-five shillings a basket for it in Canada, I had never tasted real champagne before. It was superb.

After spending three months with my friends in London, at the Isle of Wight, Brighton, Folkestone, Paris, Manchester, the curious old town of Chester, Morecambe Bay and several places in Wales, we returned to Manchester, and left there for Liverpool on the 5th of September, 1853. We sailed on the 7th for New York, on board the *Africa*, a Cunard steamer. We arrived at New York on the 21st. after a very rough passage. I was very sea sick all the voyage. We staid several days at New York to recruit, and arrived at Toronto on the 26th of September, with health much improved. I found that all had gone on well in my absence.

10th October, 1853.—As City Surveyor, in conjunction with the Hon. Mr. Seymour, the Engineer to the Northern Railroad, and Mr. Barlow, after a very accurate instrumental survey of every water lot owner's property, we made the following estimate of the cost of the docking and filling, and appraised the same in dollars and cents as follows:—

LINEAL FEET OF DOCKING.

NAMES OF OWNERS.	OLD ESPLANADE.	HOWARD LINE.	WINDMILL LINE.	OLD ESPLANADE.		HOWARD LINE.		WINDMILL LINE.	
				\$	C.	\$	C.	\$	C.
Ordnance Property		2,600	2,600			78,205	25	197,106	25
Potor Street, City		66	66			2,370	25	7,971	00
Water Works Company		350	350			12,830	25	41,600	00
Ordnance Property		912	912			40,147	50	119,811	00
Doctor Rees		350	350			13,510	25	32,274	00
Simcoe Street		66	66	2,502	30	3,267	75	7,814	00
James M. Strachan	285	285	285	9,118	50	12,052	50	30,790	00
Street not named, City	66	66	66	1,924	80	2,633	75	7,260	50
Unoccupied Lot, City	177	177	177	9,355	20	6,920	25	18,621	75
John Stirling	100	100	100	3,305	70	4,025	50	10,428	50
York Street, City	66	66	66	1,621	30	1,091	00	6,110	25
Richard Tuning	184	184	184	3,559	80	5,096	50	15,349	50
Richard Woodsworth	72	72	72	2,250	00	2,623	50	7,150	00
Lane & Turner	100	100	100	3,531	30	3,924	25	10,211	25
Street not named, City	66	66	66	2,131	90	2,341	00	6,445	00
F. R. Nash & Co.	100	100	100	1,815	00	2,346	00	6,804	25
Jacques & Hay	122	122	122	1,946	70	2,537	25	7,972	00
Craig & Nesbit	72	72	72	1,440	00	1,752	50	5,900	00
James Celtons	122	122	122	3,948	00	4,303	75	10,301	25
Bay Street, City	66	66	66	2,250	30	2,477	25	5,904	00
Donald Bethune	66	66	66	2,181	60	2,450	50	5,886	00
Robert Baldwin	170	170	170	5,501	10	6,548	00	14,835	50
Mrs. James	103	103	103	3,118	50	3,848	00	9,084	00
Unoccupied Lot, City	67	67	67	1,393	80	2,121	25	4,533	75
Custom House	180	180	180	5,200	20	7,746	00	17,646	00
Yonge Street	60	60	60	1,682	10	2,563	25	8,571	50
Yonge Street Wharf	308	308	308	8,019	80	13,830	00	23,026	25
Scott Street, City	66	66	66	1,723	50	3,100	00	6,628	50
James Brown	500	500	500	14,388	60	30,379	25	62,157	25
Church Street, City	66	66	66	1,339	08	3,429	75	6,563	75
John Ewart	140	140	140	2,100	00	3,668	00	11,549	75
Thomas Helliwell	66	66	66	990	00	3,841	00	7,322	00
Henry J. Boulton	66	66	66	1,650	00	4,314	25	7,976	25
William Cayley	66	66	66	1,194	70	4,690	50	8,165	25
Market Street	66	66	66	1,155	00	4,775	50	9,359	50
St. Lawrence Market	140	140	140	2,722	20	9,735	00	17,503	75
Market Street East, City	70	70	70	1,403	00	4,668	75	8,256	25
St. George Braide	66	66	66	1,691	70	4,795	25	8,352	75
Daniel Brooke	66	66	66	1,780	20	4,689	25	8,113	00
John Leak	66	66	66	990	00	2,451	50	7,054	00
William Machie	66	66	66	2,475	00	2,685	25	8,466	75
George Street, City	68.7	68.7	68.7	2,717	40	5,366	50	8,530	00
George Munro	68.7	68.7	68.7	2,692	80	5,112	00	8,144	25
Assignees of William Kerr	68.7	68.7	68.7	2,692	80	5,035	50	8,051	25
George Crookshank	68.8	68.8	68.8	2,876	70	5,073	25	3,089	25
William Cawthra	68.8	68.8	68.8	2,393	10	4,679	75	7,695	50
Frederick Street, City	67	67	67	2,502	30	4,658	50	7,665	50
William W. Croker	66	66	66	2,351	10	4,516	75	7,493	75
E. L. Ceill	198	198	198	6,858	60	12,898	25	21,703	00
Caroline Street, City	67	67	67	2,137	80	4,108	75	7,006	00
Mulholland & Kneeshaw	132	132	132	5,059	80	8,720	25	14,599	00
Consumers Gas Company	112	112	112	3,654	30	7,162	50	12,932	25
Princess Street, City	66	66	66	2,530	20	4,046	75	6,758	00
Alexander Legge	132	132	132	4,990	40	8,884	25	14,357	25
Unoccupied Lot, City	264	264	264	11,658	80	16,646	50	27,133	00
Charles Small	264	264	264	7,690	80	12,285	00	21,140	25
Berkeley Street, City	66	66	66	1,155	00	2,212	25	5,047	75
	5,905	10,183	10,183.1	\$178,365	00	\$443,193	25	\$993,232	25

DETAILED ESTIMATES.

The seven Detailed Estimates were carefully made from the different Plans drawn by Mr. Howard from actual survey of the several lines of Esplanade for the guidance of the Committee appointed to examine and report upon the contract.

LINE 1.—Shanly's Line, allowing 300 feet return at the Queen's Wharf to Berkeley Street, 11,600 feet.

441,656 feet cube of Timber in Cribbing @ 1s.....	£22,062	16	0
16,617 cube yards of Stone filling in do. @ 10s.....	8,308	10	0
278,400 feet, inch-measure, 3-inch Plank covering @ 60s.....	835	4	0
750,000 cube yards of Earth filling, as per Shanly, @ 1s. 3d.	46,875	0	0
	<u>£78,101</u>	<u>10</u>	<u>0</u>

LINE 2.—Howard's Line, from the Queen's Wharf to Parliament Street, 10,800 feet.

401,328 feet cube of Timber in Cribbing @ 1s.....	£20,066	8	0
15,120 cube yards of Stone filling @ 10s.....	7,560	0	0
255,200 feet, inch-measure, in 3-inch Plank covering @ 60s.....	777	12	0
804,817 cube yards of Earth filling @ 1s. 3d.....	50,301	1	3
	<u>£78,705</u>	<u>1</u>	<u>3</u>

LINE 3.—The blue line contains considerably more Cribbing and filling than the contract line.

417,872 feet cube of Timber in Cribbing @ 1s.....	£20,893	12	0
18,340 cube yards of Stone filling to do. @ 10s.....	9,170	0	0
311,840 feet inch measure of 3-inch Plank covering @ 60s.....	935	10	4
1,183,858 yards cube of Earth filling @ 1s. 3d.....	73,991	2	6
1,500 feet lineal of Esplanade from Parliament Street.....	5,833	0	0
	<u>£110,823</u>	<u>4</u>	<u>10</u>

LINE 4.—This line requires about 87,832 cube yards less Earth filling than the one constructed.

Amount of line in course of construction.....	£68,714	10	0
87,832 cube yards to be deducted from the 1s. 3d. filling.....	5,489	10	0
	<u>£63,225</u>	<u>0</u>	<u>0</u>

LINE 5.—This line differs from the line constructed by being 44 feet further out from the shore.

297,434 cube feet of Timber in Cribbing at 1s.....	£14,871	14	0
12,577 cube yards of Stone filling to ditto @ 10s.....	6,288	10	0
215,592 feet inch measure of 3-inch Plank covering @ 60s.....	646	15	3
657,193 cube yards of Earth filling as now constructed @ 1s. 3d..	41,074	11	3
44,466 cube yards of extra Earth filling @ 1s. 3d.....	2,779	2	6
1,500 feet lineal of Esplanade from Parliament Street to Don..	5,833	0	0
	<u>£71,493</u>	<u>13</u>	<u>0</u>

LINE 6.—This line contains about 105,555 cube yards more earth filling than the one constructed.

Amount of line constructed.....	£68,714	10	0
	6,597	3	9
	<u>£75,397</u>	<u>13</u>	<u>9</u>

LINE 7.—The line constructed from Brock Street to Parliament Street, 8,983 feet, and from ditto to the Don, 1,500 feet.

297,434 cube feet of Timber in cribbing @ 1s.....	£14,871	14	0
12,577 cube yards of Stone filling to ditto. @ 10s.....	6,288	10	0
215,592 inch measure of 3-inch Plank covering @ 60s.....	646	15	3
657,193 cube yards of Earth filling @ 1s. 3d.....	41,074	11	3
1,500 feet lineal Esplanade from Parliament Street to Don.....	5,833	0	0
	<u>£68,714</u>	<u>10</u>	<u>6</u>

July 1st, 1855.—During the mayoralty of Hon. G. W. Allan, after I had made all the surveys, plans and estimates for the year's work, Mr. W. Kingsford was appointed City Engineer, and was dismissed at the end of six months. The Council offered to reinstate me the next year, but I declined, as I had agreed to superintend the erection of the Rossin House, and as I had a great deal of other work in the city. In 1873 I conveyed 120 acres of land to the corporation of the City of Toronto as a public park for ever. At my decease the corporation are to have Colborne Lodge and 45 acres more.

In 1876 the members of the corporation conferred the title of Forest Ranger upon me, since which time I have made great improvements in High Park, forming roads, making drains, surveying the land, forming the boundaries of the park, and clearing the underbrush. The same year, drew plans of wharves and bridges, and erected a station on the lake shore, partly at my own expense, for the women and children visiting the park, who had no shelter while waiting for the trains. Drew the plans and specifications for the entrance gates, pavilions and other buildings; made estimates, and reported upon the works necessary to be done every year. The rest of my time has been employed in making thirty-six water-colour sketches of the Grenadier's Pond and Old Indian Trail and Lover's Walk. These sketches are in a portfolio in the Drawing Room. I also built a picture gallery for the reception of 127 water-colour drawings, framed and glazed. As Forest Ranger I have performed all these works for the corporation at a salary of one dollar per annum. All the aforesaid pictures are donated to the city, as also are two very old carriages in the barn. One of these carriages is a large chariot brought to Toronto about twenty-two years ago by Major Tulloch. It was built in London for Captain Trollope, for the purpose of conveying his wife, Mrs. Trollope, from place to place in England to give her Shakespearean readings. Its cost was 800 guineas. The running gear of the small carriage was given by His Royal Highness King George the Fourth to Sir Peregrine Maitland, Lieutenant-Governor of Upper Canada, on his leaving England for Canada about the year 1822. Sir Peregrine was recalled in 1828, and gave the carriage to Sir William Campbell. At his death it was sold by auction, and the late Chief Justice Draper bought it. Mr. Draper sold it to his groom, who used it as a cab for several years, after which it was sold by auction, when the donor bought it for \$40, and had a new body and steps put to it.

On the 27th of July, 1883, His Worship the Mayor and certain members of the corporation visited Mr. John G. Howard at Colborne Lodge, High Park, on his 80th birthday, and presented him with an illuminated address.

During the same year His Excellency the Marquis of Lorne, by the advice of L. R. O'Brien, President, and Council, conferred upon Mr. Howard the dignity of a Royal Canadian Academician.

A LIST OF PREMIUMS GAINED BY MR. HOWARD,
ARCHITECT.

- 1834.—Gained the premium of £30 in competition for laying out the Market Block, City of Toronto.
- 1836.—Gained the premium of £45 in competition for the Goal and Court House, Toronto.
- 1837.—Gained the premium of £45 in competition for the New Gaol and Court House, London, C. W.
- 1841.—Gained the premium of £25 in competition for the New Market at Kingston.
- 1842.—Gained the premium of £50 in competition for Queen's College, Kingston.
- 1844.—Gained the premium of £30 in competition for the Provincial Lunatic Asylum at Toronto, which was built under his superintendence. The corner stone was laid on the 22nd of August, 1846.

The following eloquent tribute to Mr. Howard's character and life-work, from the pen of Alderman Frankland, appeared in the Toronto *Daily Globe* of Wednesday, July 8th, 1885:—

HIGH PARK.

IS THIS GREAT POSSESSION SUFFICIENTLY VALUED?

A few days ago, for the first time in my life, I went to High Park and was introduced to Mr. Howard, who has bequeathed to Toronto a park that, in after years, will be a boon hardly understood at the present. What waterscapes and landscapes, and what a shore line have the environs of Toronto not got! Mr. Howard received our party very kindly. I have no doubt *The Globe* in past years must have spoken about Mr. Howard and the grand park he has given us. But, Mr. Editor, I am under the impression the citizens of Toronto are still ignorant of the beauty and the grandeur of this tract whose edge is washed by Ontario. High Park has what is very dear to a Briton—a wide stretch of varied surface composed of brooks, rivulets, and streams, landscape and forest, where the Indian trail is still to be seen, and where under the shade of many dells the pure air can be enjoyed much better than in places farther away.

While with Mr. Howard he showed me through his art gallery, also donated to the City of Toronto. That may be a nucleus of another British Art Gallery. This grand old man, now 82 years of age, and looking forward to an immortal life in the society of one who was his life companion on earth, should be appreciated while he is with us, and the object of writing these few lines is not only to call attention to the beauties within our boundaries, but to impress upon our people that we have amongst us men whose philanthropy will challenge all the world. And further, if the character of Mr. Howard is studied by our youth, they will learn that industry, energy and perseverance can accomplish great results. Indeed the life and character of Mr. Howard, with all his work, should be compiled, printed, and introduced into a school book, and his work and memory would live for ever.

In Memoriam.

On the night of Saturday, the 1st of September, 1877, Mr. Howard was deprived by death of the partner who had shared his joys and sorrows for half a century. Several years before this time Mr. Howard had erected on one of the most picturesque eminences of High Park a stately tomb, consisting of a granite cairn, surmounted by a marble Maltese Cross. The ground had undergone the ceremony of consecration, and here Mrs. Howard's remains were laid with appropriate ceremonies. Her sorrowing spouse bewailed her loss in the following touching verses composed for the occasion:—

The Tomb in High Park.

A rustic cairn on hallowed ground,
Surmounted by a Mystic Cross;
O'ershadowed by some lofty oaks—
The sun's bright rays through foliage pass;

Which lighting up the Mystic Cross,
Brings forth the symbol from the shade;
The rustic cairn all clothed with moss,
A glimmering light o'er it pervades.

But what of this to the old man
Who mourns the loved one laid below—
Those rustic stones so stately piled
To mark the spot where he must go!

For years, altho' her mind was gone,
The dear one still was left with him;
Tho' often times she knew him not,
Still was the ruin dear to him

And why should he now cling to life—
Now all worth living for is gone;
With nothing left but care and strife,
But man, they say, was made to mourn.

1877.

J. G. H.

The ground upon which the tomb stands is enclosed by a portion of the massive iron railing which formerly surrounded St. Paul's Cathedral, London. This railing was cast at Lamberhurst, on the London Road, between Hastings and Tunbridge Wells. The iron is of very superior quality, having been smelted with oak wood. It was purchased by Mr. Howard in 1874. After undergoing many vicissitudes it was finally placed where it now stands in the month of November, 1875. The cost of erecting the tomb and its appurtenances was more than three thousand dollars. The marble pedestal, which weighs upwards of ten tons, was brought specially from the Rutland quarries in the State of Vermont.

Mr. Howard's own remains are to be interred beside those of his wife when it shall be the will of Providence to summon him.

On a brass plate affixed to one of the gate posts of the enclosure is the following engraved inscription:—

"Sacred to the memory of John George Howard and Jemima Frances, his wife. John George, born 27th July, 1803. Jemima Frances, born 18th August, 1802; died 1st September, 1877, aged seventy-five years."

On a brass plate on the other gate post:

St. Paul's Cathedral for 160 years I did enclose.
Oh! stranger, look with reverence;
Man! man! unstable man!
It was thou who caused the severance.

Nov. 18th, 1875.

J. G. H.

DESCENT.

Mr. Howard is a scion of one of the most illustrious families in the United Kingdom being descended from the Most Noble Lord William Howard, of Naworth Castle, in the County of Cumberland, the "Belted Will" of Sir Walter Scott's well-known poem.

By the *Inquisitio Post Mortem*, held at Carlisle on the 22nd of April, 10th Ch. 1., 1640, before William Penington, Esq., John Dalton, Esq., and Cuthbert Orfeur, Gent., Feodaries of the King and Sir William Dalston, Knt. and Bart., Commissioners to enquire respecting the death of the Most Noble Lord William Howard, the jurors on their oath presented as follows:—"That on the 9th of October, in the 16th year of the present King, the said Lord William Howard died at Naworth, in the County of Cumberland: That the Lady Elizabeth, his wife, died whilst he was living: That William, the eldest son of Philip, and heir to Lord William, was at the time of Lord William's death of full age, viz., 38 years of age: And that on the 28th of January last past, before the taking of this inquisition, he died; and that his wife Maria died during the lifetime of Lord William, leaving four sons, viz., Charles, Philip, Thomas, and John, and five daughters, viz., Marie, Elizabeth, Catherine, Frances, and Margaret Howard; and that Philip Howard, the younger son of Philip Howard, was then living." John Howard, the youngest grandson of Lord William, was the direct ancestor of John G. Howard. Being dissatisfied with the arrangement of his father's property he left Corby Castle and went to the Flemish town of Tournay, here he ingratiated himself with the king, who gave him for a coat-of-arms a double-headed raven, with the motto, *mens conscia recti*. John, while on the Continent, adopted the doctrines of the Muggletonians. The foregoing details are gathered from a work in Mr. Howard's possession, entitled "Selections from the Household Books of the Lord William Howard, of Naworth Castle."



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